

Fox Todd

From: Fox Todd
Sent: Monday, February 10, 2014 8:42 AM
To: 'Mark Larson'
Cc: Kevin Syfert; Pat Welch; Wade Evans; Duncan, Dave; Chris Grinnell
[REDACTED]; Warren Scott; Hauf Michael; 'Curt.Lindauer [REDACTED]';
'Stephanie.Williams [REDACTED]'; Caldarelli Giuseppe [REDACTED]; Siviero
Alberto [REDACTED]
Subject: RE: N700FE

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Larson,

Thank you for sending your written statement concerning your recovery activities of the accident airplane from the runway environment.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Mark Larson [REDACTED]
Sent: Monday, February 10, 2014 8:31 AM
To: Fox Todd
Cc: Kevin Syfert; Pat Welch; Wade Evans; Duncan, Dave; Chris Grinnell [REDACTED]
Subject: FW: N700FE

To Whom it May Concern;

Mr. Todd Fox asked me to give a written report of my involvement in the recovery of P180-1232 from the active runway at KSPL on Saturday, February 1, 2014. To the best of my recollection this is what happened:

After lifting the aircraft, and while it was still suspended, Mr. Chris Grinnell asked me to enter the aircraft. The second picture attached is just prior to myself entering the aircraft, the first picture is of the instrument panel and the configuration of the landing gear handle and the hydraulic switch. The landing gear control handle was in the "down" position, and the hydraulic switch was in the "off" position. A visual check of pilot and co-pilot circuit breakers showed all breakers to be in and none popped or pulled.

1. Mr. Grinnell then instructed me to ensure the selector was pushed all the way down. I put my hand on the emergency selector and it seemed to move slightly. However I did not physically look at the emergency selector valve prior to pushing down on it.
2. Mr. Grinnell then asked me make sure gear selector handle was "down" and to turn the hydraulic switch to the "HYD" position and attempt to run the gear by cycling the master switch momentarily between the "ON" and "OFF" position.
3. I informed Mr. Grinnell that as I attempted to run the gear with the master switch nothing happened, meaning the hydraulics were not turning on. I then switched the hydraulic switch to the "OFF" position and left the master switch in the "ON" position and the left gear selector handle in the "DOWN" position.

4. Mr. Grinnell then informed me to pull "up" on the emergency selector handle which I then did. I could "feel" the gear immediately move inside the aircraft. The aircraft was then lifted higher and Mr. Grinnell then instructed me to "pump" the emergency gear handle.
5. I pumped the emergency gear handle and could physically hear lock down and continued pumping until I saw the three "down and locked" indicator lights and the emergency gear handle got stiff and could no longer pump.
6. I then turned power "OFF" and exited the aircraft. The aircraft was lowered to the ground. The straps were removed and the cabin door secured. The aircraft was towed to its current location and locked until FAA and NTSB representatives were present on Tuesday, February 4, 2014.